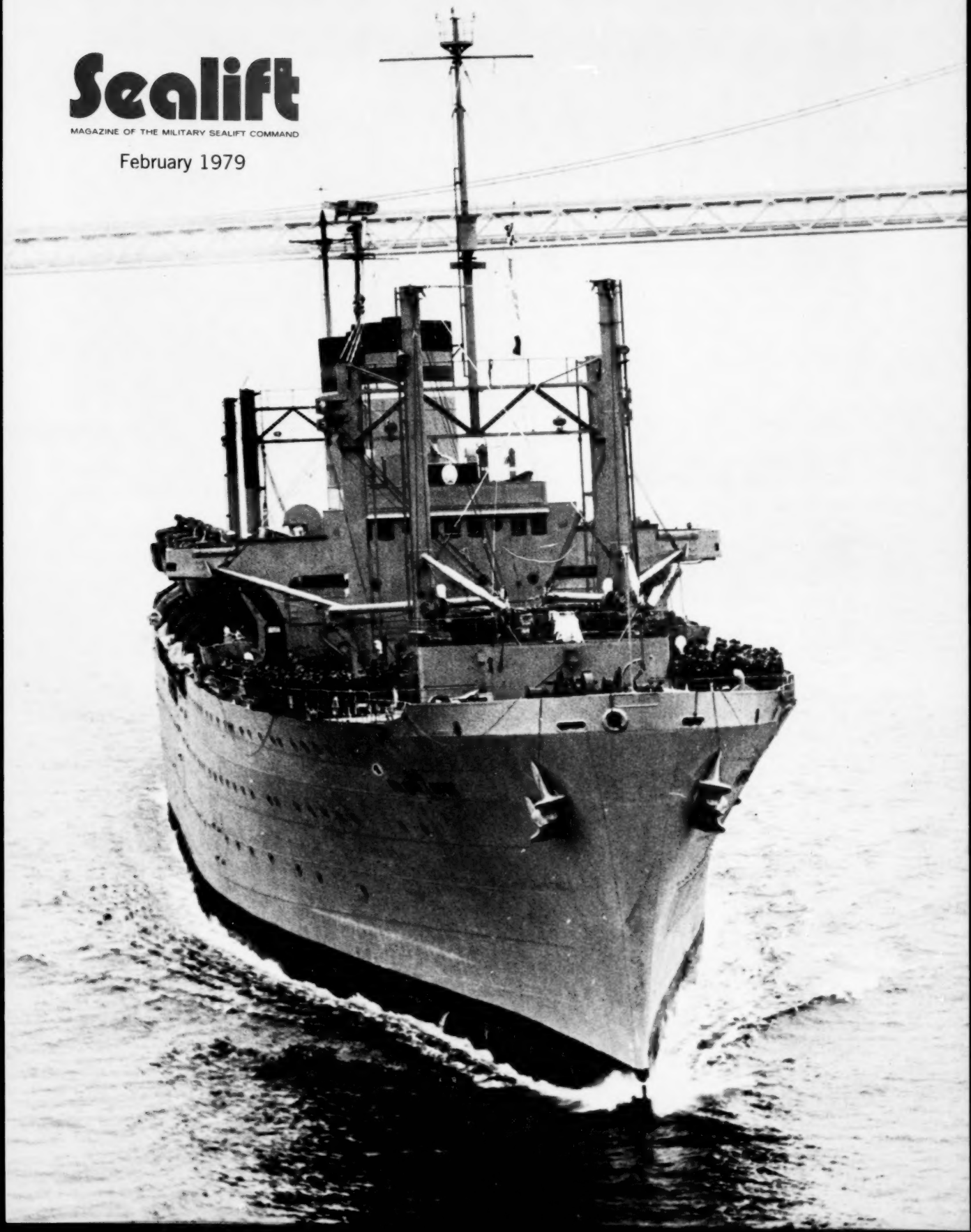
Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

February 1979



An Expanding MSC Needs MORE People

There seemingly is a contradiction between the managerial axiom that shared responsibilities are never fulfilled and advice that tells us that we should get everyone involved if our programs are to be successful.

Both views are true. But, as in many areas of human endeavor one truth does not cancel out another. If that is not a valid statement, we are in trouble even before we launch an MSC recruiting-retention program now being developed.

The two-pronged drive will be aimed at recruiting and retaining people we need to operate ships we have and additional ships we expect to get over the next five years. As I have indicated in previous messages and in personal discussions with many of you, we expect that the Naval Fleet Auxiliary—our fleet support force—will become larger. We will be assigned new types of ships and functions, and our missions will become even more demanding in terms of human skills and dedication.

Obviously, any recruiting program is only as good as the company that stands behind it. People look for jobs that will satisfy their personal interests. One common attitude is the desire to be part of a worthwhile effort. We want to have a sense of self esteem and we thus expect our efforts and our accomplishments to be recognized. We dislike harassments that frustrate us without accomplishing anything important. All of us do more and do it better if we have an opportunity to develop our skills through training and experience and are given worthwhile tasks.

Recognizing these truisms, MSC is about to embark on a long-term, integrated, command-wide recruiting program. At the same time, we must make MSC an even more attractive employer.

Among the efforts we will exert in recruiting are personal contacts with students at state and federal maritime academies, unions, vocational schools, and other sources of skilled manpower. We will use posters, color brochures, movies, attractive informational handouts, recorded phone messages which provide up-to-date employment information, personal letters to potential recruits—in short any medium that helps us tell our story.

We want to make a career with MSC more attractive for both newcomers and those already part of the command. Included goals are curtailment of temporary promotions, cutting down lag time in payment of retroactive pay increases, taking a close and long look at all work rules, pay systems and related matters, and assuring that all MSC employees are treated like the first-class people they are, all of the time.

We will continue our efforts to improve habitability aboard ships, to provide greater recreational opportunity, to accelerate the training and promotion of the best qualified people, and to make our equal employment opportunity program even stronger. Many other steps will be incorporated into our plan of attack.

A primary goal is to involve MSC employees in both our recruiting and retention efforts, for we all know that word of mouth advertising is the best means of plugging—or killing—a product. No one is apt to rush to sign up if the employees we already have do not recommend MSC. Most people form their impressions about an organization through contacts with people who work there, or who know other people who work for that organization.

You, the MSC employee, are the biggest plus we have in our recruiting effort. You are equally important to our retention effort for we must rely on you for feedback, for information about the things that bother you and those that please you as an MSC employee. We will be asking for that type of information in a more formal way in the near future.

In the meantime, if you have an idea that will help improve our recruiting effort, or an idea that should be included in our plan to strengthen our retention programs, drop us a line. Just address your remarks to MSC Recruiter, Military Sealift Command, U.S. Navy, Washington, D.C. 20390. We have received many ideas already, but we need more. We need yours, and we need those of your fellow workers.

Commander, Military Sealift Command

COVER: Most troopships have gone the way of the dodo bird, but not USNS Gaffey. Story page 4.

Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

Vol. XXIX No. 2 Washington, D.C. February 1979

Features:

USNS Gaffey

The Navy has found a way to again put a World War II transport to good use.

page 4

Diary

There was never a dull moment for Captain Ruhe aboard the Gaffey.

page 7

Reservists

Accent was on women as reservists embarked aboard USNS Range Sentinel.

page 9

Also: Reforger '79 — 12

Supplies — 16

Versatility — 20

Navstar — 22

Rear Adm. John D. Johnson, Jr.
Commander, Military Sealift Command

Larry C. Manning
Legislative and Public Affairs Officer

Louis R. Granger
Public Affairs Officer

Louis Panarale
Editor

Henry L. Balloon
Pamela Martin
Graphics

Russ Egnor
Photo

Sealift, monthly magazine of the U.S. Navy's Military Sealift Command, is published in accordance with Department of the Navy Publications and Printing Regulations (NAVEXOS P-35). Opinions expressed are not necessarily those of the Navy Department. All original material may be reprinted providing credit is given Sealift. Address all correspondence to Legislative and Public Affairs Office, Military Sealift Command, Department of the Navy, Washington, D.C. 20390. Price 75 cents (single copy). Subscription price, $8.20 per year. $2.05 additional for foreign mailing. Also for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

A Second Life For USNS Gaffey

USNS Gen. Hugh J. Gaffey, active as a troopship in World War II and the Korean and Southeast Asia wars is back in service.

But, the Navy is taking it easy on the old salt. While Gaffey might still be described as a troopship because some 1,600 sailors live aboard her, she will never sail from the U.S. naval shipyard in Bremerton, Washington.

Gaffey last month became a berthing, messing and training barge housing crews of aircraft carriers while their ships are undergoing overhaul. It is expected to remain in service until 1985.

Most of the crew of the USS Enterprise live aboard the Gaffey and will remain until an overhaul of the carrier is completed in May 1980. In November 1980 the crew of the USS Constellation will be housed aboard Gaffey.

The idea of using an old P2 troop transport as a berthing barge is the brainchild of Cmdr. William O. Jones, a former MSC commanding officer in Sasebo, Japan, and now with Naval Air Force Pacific Fleet.

"Puget Sound had old berthing barges, known as APLs. But they needed overhauling themselves," he recalled. "And we have had carriers back to back awaiting overhaul since 1975.

"We also needed something to hold more men. The APL accommodates 450 men each. We needed additional quarters near the ship.

"I was familiar with the troop transports from my MSC days at Sasebo, so I suggested we use one," he said.

MSC headquarters liked his suggestion and recommended the Gaffey. The old veteran was removed from the National Defense Reserve Fleet in Suisun Bay near Oakland, Calif., and towed to Puget Sound.

David Cooke, a Naval Fleet Auxiliary Force engineer at MSC headquarters, and his assistant, David Huff, were assigned to supervise preparation of Gaffey for its new role.

"We did a ship survey to determine what work was needed and how much money would have to be

Gaffey left Seattle December 8 for Portland to undergo changes for its new career.

Gaffey was used in 1965 for the filming of a movie about World War II. Otto Preminger is behind the camera, wearing ear phones.

allocated. A decision was made to be austere,'' recalled Huff.

Pacific Fleet command headquarters engineers drew up specifications for work needed to make the Gaffey livable and supervised the job.

The ship underwent a $2 million refurbishing that put its plumbing back in order, renovated the crews quarters, heads and showers, and provided more privacy for the Navy men. Lockers were placed aboard and recreation areas, classrooms, laundry rooms, a barber shop and a completely equipped modern hospital with full surgical facilities were set up.

The renovated quarters are spacious. Gaffey was able to carry 4,689 troops during World War II, but four and five men split bunk time in its holds. During two post war conversions, the number of staterooms was increased and maximum troop capacity was reduced to 2,265.

Enterprise officers and petty officers report accommodations aboard the Gaffey are nicer than those aboard the carrier. Crewmen sleep in cabins that have from two to seven bunks.

Built in 1944 as the Adm. W. L. Capps, named for a turn of the century flag officer, Gaffey was renamed after the war to honor the former chief of staff to Gen. George Patton. Gaffey was killed in a plane crash in 1946. The ship was active in the Vietnam war and was controlled by MSC, Pacific from 1965 until placed in the National Defense Reserve Fleet at Suisun Bay, on Nov. 14, 1968.

Like all ships, the Gaffey has a history of its own. It has been the backdrop for a Hollywood film, a near victim of one of nature's rampages, and a participant in America's early ventures into space.

Gaffey went Hollywood in 1965 during the filming of the Paramount picture In Harm's Way.

The movie centered around the bombing of Pearl Harbor and the early months of World War II. Paramount needed to shoot a scene showing troops boarding a Navy transport to go overseas.

The film producer-director Otto Preminger heard that the Gaffey would be in port at the Oakland Naval Supply Center during a period that coincided with his tight shooting schedule for the movie.

Preminger took one look at the Gaffey and decided that it was just what he was looking for.

In Harm's Way starred such Hollywood names as John Wayne, Kirk Douglas, Burgess Meredith, Patricia Neal, Dana Andrews, Tom Tryon, Paula Prentiss, Hugh O'Brian and Slim Pickins.

Working with the stars were 120 extras and about 80 production people. Preminger took nearly four hours to shoot a scene which would last less than three minutes in the film.

Real-life experiences of the Gaffey were more adventuresome.

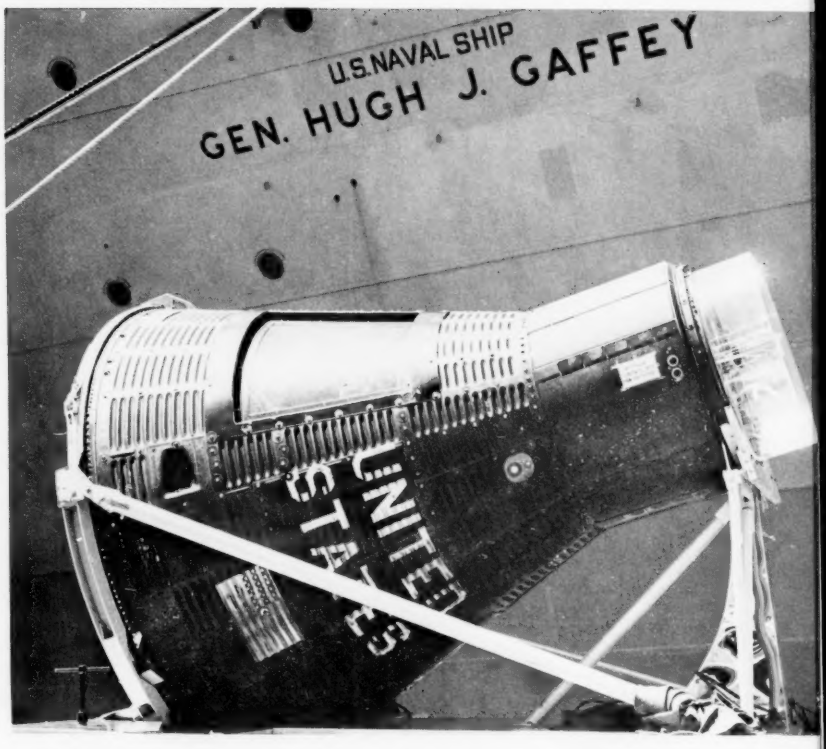
One such incident occurred in October 1963 while Gaffey was steaming from Yokohama to Adak, Alaska. Suddenly, the ship began to vibrate, first gradually and then almost violently, causing deep rumbling sounds.

A quick check in the engine room indicated all machinery was working normally. But, as a precaution, Capt. C. W. Hutcheson ordered speed reduced.

The vibrations and the rumblings decreased, then suddenly stopped. The ship resumed its regular speed and proceeded on course.

When the machinery was checked again nothing was out of order. The answer to the riddle came three hours later in a terse warning message from another ship.

The message advised all ships that an earthquake had occurred in the



Gaffey returned the Faith 7 space capsule to Pearl Harbor in 1963.

general area and warned that tidal waves might follow.

Captain Hutcheson learned later from the Seismology Division of the Coast and Geodetic Survey Service that Gaffey was just beyond the destructive range of the quake. By everyone's calculations, the Gaffey crew had a narrow escape from disaster.

The Gaffey's primary mission has been the transportation of troops. But, the ship had other interesting assignments.

On May 15, 1963, astronaut Gordon Cooper made the longest successful orbital flight in the spacecraft Faith 7. Cooper completed 22 orbits in 34 hours and 25 minutes before landing in the Pacific.

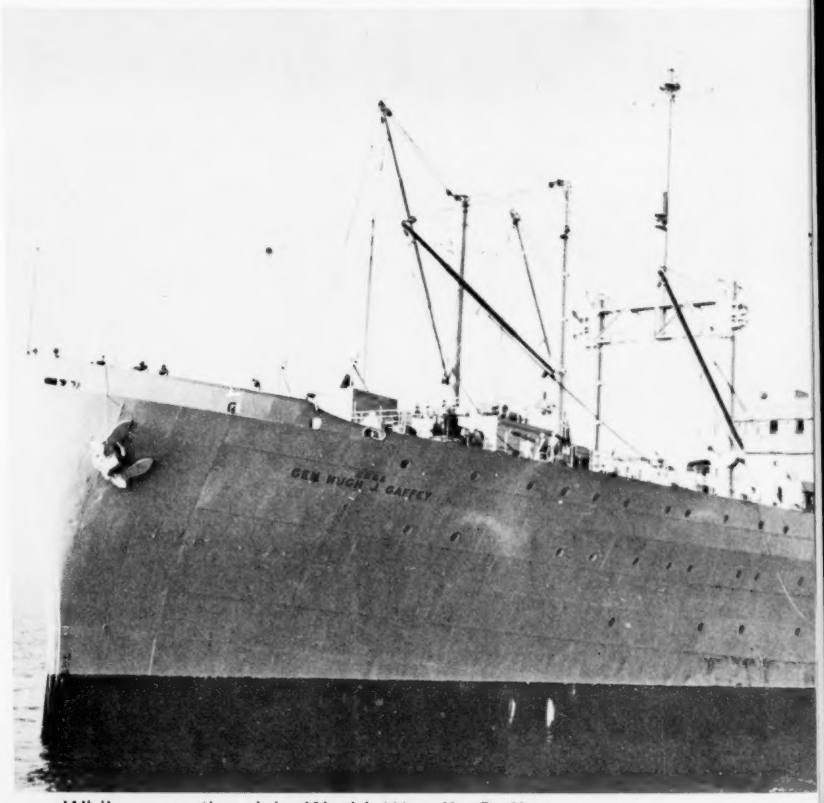
He and his space capsule were retrieved by the Navy ship USS Kearsarge.

In April 1964, the Gaffey was given the capsule for transport to San Francisco.

Gaffey has returned to serve the Navy. Its new "crew" have all the benefits of shipboard living in what is literally a floating hotel.

Every need has been anticipated, including a traditional shipboard facility activated just in case—the ship's brig.

Use of the Gaffey is an ideal solution to a vexing and astronomically costly problem—finding accommodations for a sizable carrier crew for several months. Gaffey provides the space, both living and working areas, and the ultimate bill is much cheaper than the tab for rooms in local hotels, even if they were available.



While operational in World War II, Gaffey could carry 4,689 troops at about 19 knots.

Former Navy Officer Recalls Daily Dramas Aboard Gaffey

By Martin Gershen

When retired Navy Capt. William J. Ruhe thinks of his tour aboard USNS Gaffey, his eyes light up.

The veteran submarine officer who served in three wars still remembers his year aboard the Gaffey as a period when there never was a dull moment.

And he can back up his recollections with a diary he kept throughout much of his military career.

Captain Ruhe was military detachment commander aboard the old transport that has become a barracks ship in Bremerton, Wash. Perhaps the highlight of his tour was action which followed the outbreak of hostilities in Korea.

Gaffey, at that time, was on a routine run to the Far East carrying troops, government civilians and families of military men between San Francisco and Yokohama with stops in Honolulu, Guam, Manila and Okinawa.

The run was called "the loop" and it took 42 days, recalls Captain Ruhe.

"We had a civilian crew and a military detachment of 16 including two doctors and two nurses," he said.

Captain Ruhe joined the ship Jan. 15, 1950 when it still was operated by Army Transport Service.

"We had space for 1,800 troops below decks and cabins for 465 officers, dependents and civilian personnel," he recalled.

The ship had just left Japan bound for Honolulu on its return trip to San Francisco when the Korean war broke out.

Ruhe's diary notes that "the air is full of rumors relative to an invasion of Korea . . . The North Koreans are reported to be taking Seoul. . . ."

"When we arrived in Pearl Harbor on Tuesday, July 18, 1950 we were ordered to debark everybody, passengers and cargo, and take the Army's 5th Regimental Combat Team, based in Honolulu, back to Korea.

"We transferred the passengers to the MSTS ship Michell and loaded elements of the combat team," he said.

The team consisted of three battalions of 880 men each and one battalion of artillery and 550 men. The troops and equipment were put aboard the transports Gaffey, Merrill, Venyura and Mann, the last being a commissioned naval transport.

One of the battalion commanders, a passenger aboard the Gaffey, was Lt. Col. John L. Throckmorton, who later would become a hero in Korea and still later, a four-star general.

Ruhe remembers the Gaffey arriving in Korea.

"The officers and NCOs were removing their insignia so they wouldn't be targets of snipers they believed might be awaiting them.

"I remember the adjutant was shoving comic books into his pockets because he said he wanted to look like just another GI," Ruhe said.

The troops debarked in Pusan and Gaffey took 186 wounded aboard. They were taken to Yokohama and the ship returned to San Francisco almost empty to carry more troops to Korea.

But the war wasn't the only exciting thing that happened to Ruhe aboard Gaffey.

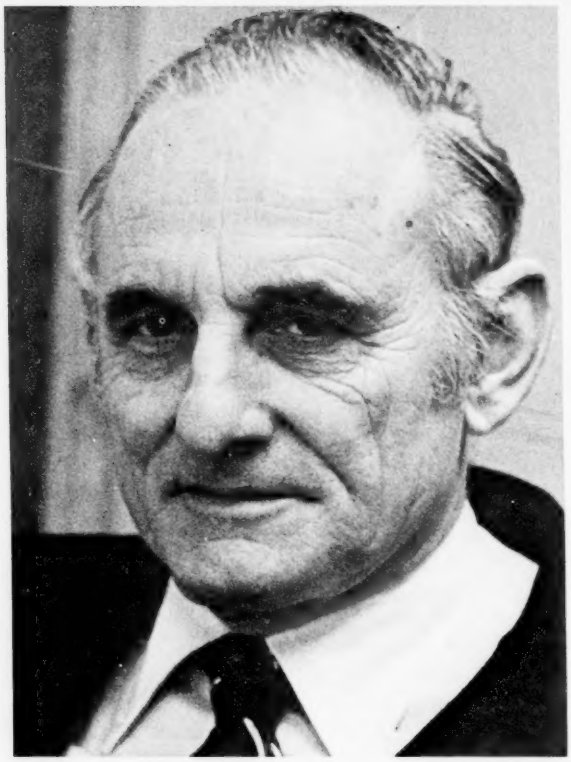
"One morning I had a report there was a murder in the troop quarters. Then a group of soldiers came to me with the man they said had murdered a soldier in his bunk.

"I rushed down to the troop quarters and found a guy lying in a bunk, not moving. There was a gaping wound in his left side. But, he wasn't dead," Ruhe recalled.

It turned out that the "murderer" had purchased an old pistol in Manila and one bullet. While he was cleaning his pistol, it was fired. The wounded soldier, who did not die, was someone he didn't know.

Among passengers carried by the Gaffey were general prisoners,

'We were always afraid the prisoners would mutiny. But it never happened when I was aboard the Gaffey.'



military men convicted of major crimes such as murder, rape and armed robbery, who were being returned to the United States for shipment to prisons.

"The brig could hold 50 persons. It was in the bow of the ship down on the fourth deck. We could not bring food to the prisoners so we would march them to the mess hall.

"We always were afraid the prisoners would mutiny. But it never happened when I was aboard the Gaffey.

Gaffey also participated in a sea rescue off San Francisco when the hospital ship Benevolence was sunk by another vessel.

"We brought the survivors to Fort Mason (the Presidio). Our doctors treated the wounded and our chaplain prayed for the dead," Ruhe recalled.

Perhaps the most frightening experience for Ruhe was when the Gaffey was caught in the Inland Sea of Japan in Typhoon Kezia.

"It was the night of September 12. Although we threw the anchor over, the 90-knot winds dragged our ship four miles.

"We kept our engines at flank speed to hold against the winds. We rolled 36 degrees and we had troops below. But we made it all right," he recalled.

Perhaps the most ridiculous aspect of life aboard the Gaffey, noted Ruhe, was the practice before the Korean war of assigning military dependents to quarters according to the rank of the husband or father.

The best cabins were on the boat deck and were reserved for general and flag officers and their families.

But there was a practice of assigning unaccompanied children of high ranking officers to boat deck cabins.

"I wouldn't do it. A 16-year-old boy didn't want to share a cabin with a general. He pulled rank and made them turn in early and wouldn't allow them to dry their socks in the cabin.

"So I assigned boys with lieutenants and girls with WAC officers, I was reported for it. But I didn't care. The kids loved it," he recalled with a smile.

Ruhe served off Vietnam in 1964 as skipper of the guided missile cruiser USS Topeka.

He retired in 1967 and now is manager of warfare analysis for the Washington, D.C. office of General Dynamics. ⚓

Reservists Make History On MSC Training Cruise

By Harry Costello

There are few people in today's armed forces who can boast of participating in a modern-day historic military event. However, the officers and enlisted members of Military Transportation Unit Atlantic 208, a naval reserve group in Tampa, Fla. recently made history and are proud of their accomplishment.

Wearing the biggest smiles were eight women members of the unit who were the key element in the precedent setting deed.

On Nov. 18, 1978 the eight women along with 18 male members of their unit embarked for a 16-hour underway training cruise aboard the Military Sealift Command ship USNS Range Sentinel sailing from Port Canaveral, Fla.

Their embarkation and cruise were history making and precedent setting. With authority received from the Chief of Naval Operations to embark women naval personnel, they and their unit set several historical marks:

They were the first women in the naval reserve program to be embarked on board a ship for temporary duty, the first women reservists embarked aboard an MSC ship for temporary duty, and their unit was the first MSC-sponsored reserve unit to embark aboard an MSC ship for underway weekend training.

But the success of the weekend training mission was just like most other military maneuvers—difficult to plan, with a variety of obstacles to overcome and a multitude of unexpected though minor items to contend with.

The question of whether the women would be allowed to go to sea was still unanswered as the unit prepared to leave Tampa November 17 for a trip across the state to the Military Sealift Command Office, Port Canaveral which hosted and coordinated the weekend training.

The afternoon of the day before the unit was scheduled to depart Tampa, the Chief of Naval Operations sent a message to MSC Commander Rear Adm. John D. Johnson authorizing embarkation of the women sailors for underway training. This historic message was received by the MSC Office, Port Canaveral only two hours before the ship sailed, although the word had been passed on by telephone.

Cmdr. George Barford, commanding officer of Unit 208, along with several reserve program coordinators at Readiness Command Region Eight, chief of Naval Reserve and MSC in Washington were both relieved and enthused about the CNO decision.

However, those most excited about the decision were the eight women in the unit who would be taking their first cruise on a Navy ship.

Operated by Capt. Jessie McCandless and a crew of 72 Civil Service Mariners, Range Sentinel provides services and support to Fleet Ballistic Missile Operational Test Support Unit Two which is a

Unit 208 Executive Officer Ken Graves shows HM2 Diane Mennitt how to determine a ship's position.

A crewman (left) briefs reservists on Range Sentinel operations.

40-man naval military unit stationed aboard the ship. Cmdr. Walter B. Davis, unit commanding officer, is responsible for controlling fleet ballistic missile tests and providing communications, flight safety and telemetry data.

Range Sentinel is one of three civilian manned missile tracking ships under the control of the Military Sealift Command Office at Port Canaveral, commanded by Cmdr. Charles Rowland. The tracking stations aboard the other two ships, USNS Redstone and Vandenberg, are operated by RCA Corp. under an Air Force contract.

Unit 208 is made up of part-time military personnel specializing in administrative, deck and medical functions. Their mission, if the unit were mobilized, would be the operational control of merchant vessels used by the U.S. Navy and Military Sealift Command.

Leading the contingent of women from the unit was Lt. Kris Landkammer who spent part of her day on the ship's bridge and part in the command operations center.

Other women were HM1 Sherrie Barham, HM2 Diane Mennitt, HM3 Toni Wowk, HMSN Darolyn Barton, YN2 Amy Barnes, YN2 Neila Godwin and YN3 Priscilla Baxley.

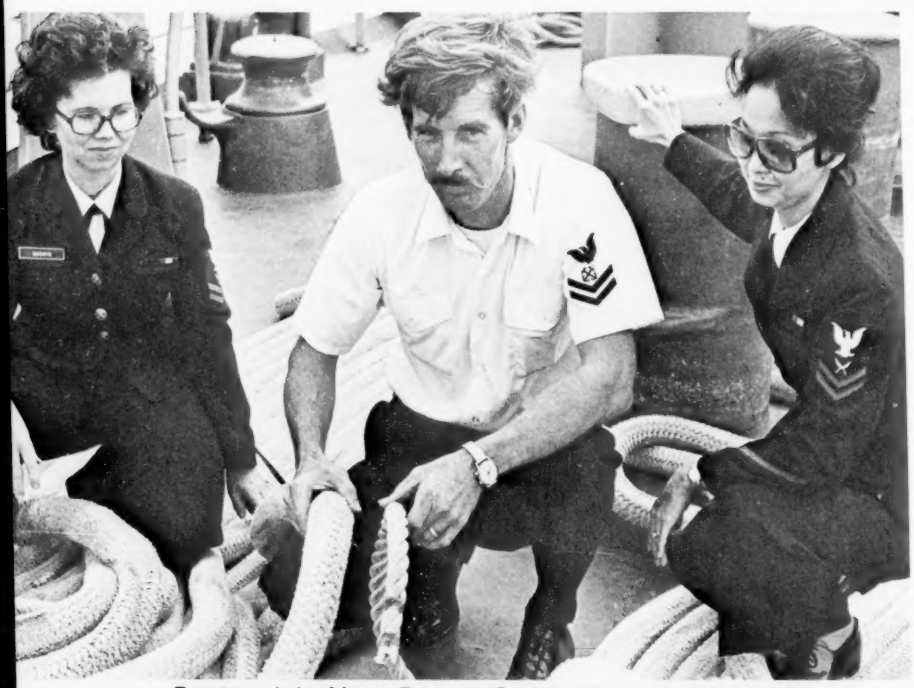
During their on board stay unit members received detailed briefings on the mission of the ship and its operational procedures as well as the mission of the Military Sealift Command office and its support of the Navy's missile program and the Eastern Test Range.

Mission of the Range Sentinel that day was to help the nuclear submarine USS Robert E. Lee prepare for a launch of a Poseidon missile. The ship also checked out various underwater sonar devices before returning to port.

Members, especially the women reservists, were given instructional tours of the ship's deck, operations and engineering spaces. With the assistance of some of the "old salts," briefings and training were provided in various aspects of seamanship.

While enthusiasm was extremely high during most of the trip, by day's end most of the reservists—male and female—looked forward to solid ground and a bed that didn't rock and roll.

Although there seemed to be no



Boatswain's Mate Darrell Smith gives pointers on line-handling to Yoemen Godwin (left) and Barnes.

Lieutenant Landkammer prepares to board ship for weekend training.

objection from the all male crew to the presence of women aboard ship, comments by the women ranged from approval of the concept of women manning naval vessels—combatant or non-combatant—to their own preference for shore duty.

HM2 Mennitt, whose husband HM3 John Mennit is stationed aboard the aircraft carrier USS Saratoga, said she thoroughly enjoyed her short time at sea. She feels women should be allowed to serve on board naval ships, but she doesn't know if she would want to be one of them.

Lieutenant Landkammer also supports assignment of women on Navy ships. She said she feel women should be allowed to do anything within their physical capabilities. But she also feels those women assigned shipboard duty should be experienced naval personnel.

"Women will live up to what is expected of them," she added.

Other comments ranged from, "It's perfect, I love it," to "it's just not for me."

The trip was not without its physical ills for the part-time sailors. Several members of the reserve unit had a hard time getting their sea legs. However, while no analysis was made as to whether the males or females fared better at sea, the agony of seasickness seemed to be shared equally by both sexes. ⚓

Harry Costello is special affairs coordinator for Atlantic 208 where he has been a reservist for the past two years. He has been in the Navy and Naval Reserve for more than 11 years.

In civilian life, Costello is the business and finance editor for the Tampa Times, Tampa, Fla. Before coming to the Times two years ago, he was a reporter with the New London Day, New London, Conn.

While on active duty, he served aboard the submarine rescue ship USS Sunbird, based in Groton, Conn., and was on the staff of Submarine Development Group Two, also in Groton.

MSC Faces Old Man Winter In Reforger '79 Exercises

Photos by J. Patrick McMeel

Tanks, trucks and containers are staged for loading.

Four Military Sealift Command controlled cargo ships will return to the United States in March wrapping up the sealift portion of Reforger '79, the first winter strategic mobility operation in support of NATO exercises in Western Europe.

Reforger '79 began only two months after Reforger '78 ended in late October and in both exercises the Port of Beaumont, Texas took on the appearance of a wartime port of embarkation. More than 2,400 pieces of military equipment from six installations were transported to Beaumont and nearby Port Arthur by train and truck. Approximately 90 per cent of the Army equipment came from Fort Hood, Texas.

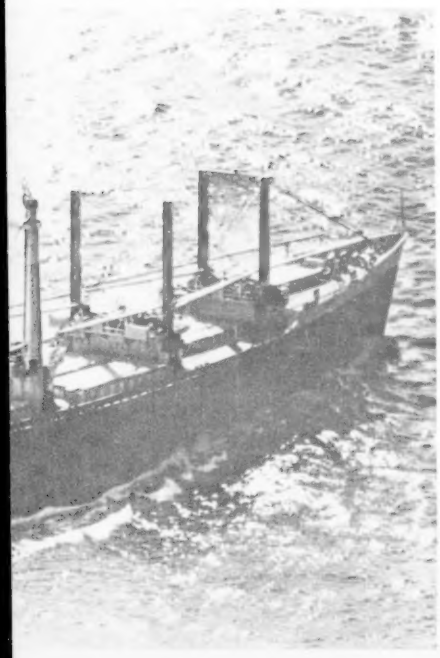
For the second time since Reforger '76 a cargo ship from the Ready Reserve Fleet was taken out

American Corsair heads for Beaumont to take on Army cargo during Reforger '79.

Cargo booms are at the ready aboard Corsair.

of layup to test the availability of reserve merchant ships that can be made ready to sail in five to 10 days during a national emergency.

The SS Maine, a former Seatrain Lines ship, was taken out of the National Defense Reserve Fleet at James River, Va. for use in Reforger '79. It had been upgraded to meet Ready Reserve Fleet readiness standards. Operated by Ogden Marine, Inc. under a contract with the Maritime Administration, it was sailed to Port Arthur for loading.



Loaded with 2,400 tons of equipment, the Maine sailed out of Port Arthur the night of December 27. Unfortunately, shortly after midnight and after the pilot had debarked the ship, it ran aground in a tricky navigational area in the Gulf.

Tugs from Port Arthur headed for the Maine but heavy weather forced them back until later in the day. At high tide that afternoon the tug Mary Moran pulled the Maine free in 10 minutes. After minor repairs to two pumps, the ship proceeded to Belgium to deliver its cargo on schedule.

In 1977 the SS Washington was taken out of the Ready Reserve Fleet but mechanical problems required that it be replaced by the USNS Comet on the outward bound portion of the exercise. Washington returned Army equipment to the United States following the exercise and then was returned to the reserve fleet at Beaumont.

This year the backup ship was the Washington and it was returned to the reserve fleet once the Maine was on its way.

The roll-on, roll-off ship Comet which has been a steady Reforger performer since MSC became involved in 1976, had boiler problems prior to the 1979 lift and was replaced by the American Corsair which is under long-term charter to MSC and operated by U.S. Lines. Comet took part in the return portion of Reforger and the Corsair returned to its normal tasks of delivering cargo worldwide.

Ability of MSC to cope with emergencies and command flexibility in providing ships from both the Reserve Fleet and its own Sealift force were both tested and proven in the realistic Reforger '79 exercise.

Other ships active in Reforger '79 are the USNS Admiral William M. Callaghan, another four-year Reforger veteran, and the roll-on, roll-off ship USNS Meteor.

Corsair, Meteor and Maine transported equipment to Antwerp and

A truck is hoisted aboard the American Corsair.

Trucks and tanks line the deck of the USNS Comet which was scratched from the delivery leg.

Callaghan to Amsterdam. All ships are to be reloaded at Rotterdam and will return to the same Texas ports.

The four-ship fleet transported equipment for approximately 14,000 troops, primarily that of the First Infantry Div., of Fort Riley, and the Second Brigade, First Cavalry, of Fort Hood. The troops were flown to Europe by Military Airlift Command and debarked at airfields in Belgium, Luxembourg and West Germany.

Reforger '79 is a strategic mobility exercise which demonstrates U.S. capability to move troops by air and sea to reinforce NATO rapidly in a crisis. Reforger, short for Return of Forces to Germany, fulfills a 1967 agreement signed by the United States, Great Britain and Germany with the understanding that both nations would return NATO-committed ground and air units to Germany for training.

The European Reforger port operations provide an opportunity to exercise host nation support agreements as well as the facilities and road-rail convoy routes which could be used to reinforce NATO during emergencies. The multi - national participation in receiving and processing personnel and equipment at various air and sea ports is one of the key features of the exercise.

Allied nations supporting Reforger '79 are Belgium, Luxembourg, Holland and Germany. ⚓

Tanks are positioned for loading aboard a ship.

About 40 per cent of DLA subsistence tonnage consists of perishable items.

Defense Logistics Agency, Lifeline For the Forces

By Brig. Gen. Lawrence Sullivan

The centuries-old practice of moving supplies by sea has special and current significance for the Defense Logistics Agency (DLA). This jointly-staffed agency of 49,000 persons reports directly to the Department of Defense. It has a three-part mission, to provide the military services with supply support, contract administration services, and certain defense-wide logistics services.

In carrying out its supply support mission, DLA provides the military services with subsistence, clothing, medicine, and petroleum as well as construction, electronic, industrial and general supplies.

Sealift is the lifeline for this support to agency overseas customers, especially the supply of subsistence items and fuel to the military services.

In fiscal 1977, DLA spent approximately $195 million for the sealift of approximately 900,000 measurement tons of subsistence and more than 10 million long tons of fuel. In that year, large volumes of containerized subsistence shipments made the agency the biggest user of sealift container service in the Defense Department.

DLA is virtually the sole user of the Military Sealift Command tanker fleet for shipment of refined fuel.

In addition to fuel and subsistence, more than a half million tons of DLA-supplied general cargo were moved by ships arranged by and for the military services.

In short, DLA is a big user of sealift. Its requirements stem from the agency's diverse mission and worldwide operational responsibilities which cover the gamut of logistics, including the integrated materiel management for supply of subsistence and bulk petroleum worldwide. The magnitude of DLA operations is illustrated by its widespread activities.

Within the continental United States, it has 25 major field activities and 32 DLA-managed, contractor-operated fuel terminals.

Six supply centers perform man-

agement and inventory control functions.

Four independent depots and three supply center depots handle the full range of DLA stocked items and maintain part of the prepositioned war reserve stocks.

Nine defense contract administration services regions administer assigned contracts from all military services and other governmental activities, and six service centers provide technical and logistics services throughout the Defense Departments.

DLA's distribution system includes eight service-operated depots which stock DLA-owned commodities for special support purposes. DLA has approximately 645 subordinate organizations. After the full implementation of its subsistence mission, it will operate in more than 1,400 locations. About 170 are overseas.

DLA manages about 1.9 million items, which amount to half of the total national stock numbers assigned to Department of Defense commodities. The DLA distribution system handled more than 25 million requisitions in fiscal 1977. Of course, a large percentage were from continental U.S. customers.

Commodities requiring sealift, except fuel and subsistence items, are shipped by DLA to U.S. tidewater ports or to service-operated U.S. container consolidation points. Sealift is then arranged through Army's Military Traffic Management Command and Navy's Military Sealift Command.

Since DLA responsibility for movement of fuel and subsistence extends to overseas points, primary DLA interest in sealift concerns the movement of these commodities. DLA is a designated shipper service in connection with movement of subsistence and fuel and like the military services, DLA is a claimant upon Department of Defense sealift and airlift resources for transport of these commodities.

In executing its management responsibility for wholesale subsistence, DLA, must arrange for its transport under varying and demanding conditions to commissaries and troop support facilities worldwide.

Subsistence shipments originate from widespread inland points. Shipments come directly from the fields of fruit and vegetable growers, from commercial vendor plants, from any of four DLA depots in Mechanicsburg, Penn.; Tracy, Calif.; Richmond, Va.; and Memphis, Tenn. Cold storage sites are located at Cheatham Annex, Va., Bayonne, N.J., and Alameda, Calif.

Ideally suited for containerization, about 98 per cent of DLA tonnage moves in intermodal containers.

Approximately 40 per cent of the subsistence tonnage overseas consists of perishable items which require atmospheric and temperature control.

Under the terms of a container shipping agreement with MSC, ocean carriers arrange for delivery of empty containers to DLA shipper sites and line-haul loaded containers to U.S. waterports.

Subsistence supplies are transported in modern container vessels, as well as conventional breakbulk vessels using a number of U.S. ports. These include Bayonne, Baltimore, Norfolk, New Orleans, Oakland and Seattle. Shipments move over well established trade routes, like those to Europe, as well as to remote areas.

Varied requirements for subsistence movements add up to a great reliance on sealift. Therefore, there must be coordination among the several groups which cooperate to make the system work.

Central to the system is the Defense Personnel Support Center—the DLA major field activity for subsistence operations and control of its two subordinate activities.

Other key field activities are the Defense Subsistence Region, Pacific (DSRPAC) which handles perishable shipments to Alaska and the Pacific area, and Defense Subsistence Region, Europe which supports troops in Europe.

Defense Personnel and Subsistence in the United States work

Ocean carriers usually arrange for overland line - haul.

MSC charters very large crude carriers to deliver oil procured by DLA's Defense Fuel Supply Center. MSC and the center are helping Department of Energy store oil underground.

closely with DLA depots, cold storage activities, and commercial vendors—the actual shippers. Military Traffic Management Command books DLA cargo with MSC. MSC in turn acquires or provides the sealift and ocean carriers move the cargo to its destination.

DLA dependence on sealift for subsistence movement is probably best illustrated by its Direct Commissary Support System. Under this program the logistics agency ships containerized subsistence to 85 commissaries in 18 countries bypassing overseas storage sites.

These direct shipments of approximately 1,700 seavans deliver approximately 60,000 measurement tons monthly on a carefully planned schedule. The shipments must conform to both specific requisition cycles and the ability of the commissaries to handle the volume.

Crucial to this program and other subsistence movements are a ready supply of containers, dependable ship arrivals, and, ultimately, timely delivery of subsistence to the final destinations.

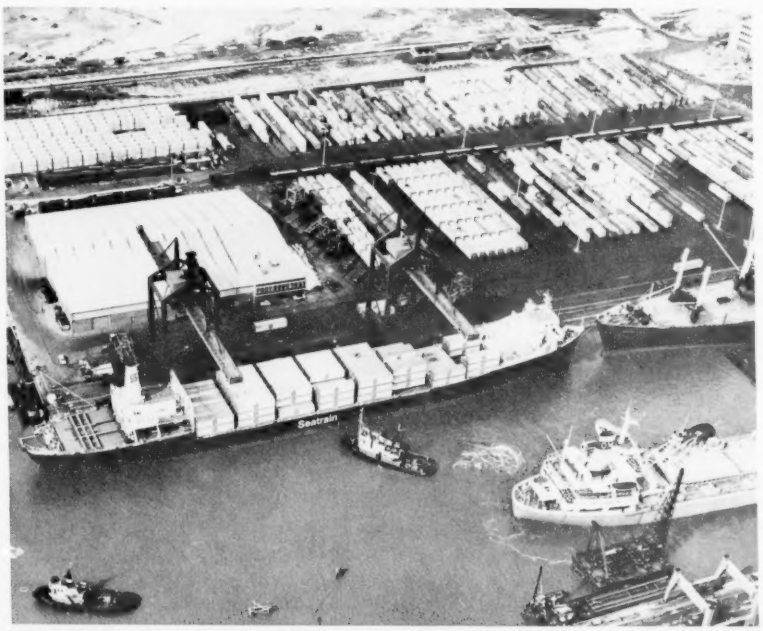
Development of sealift requirements for subsistence movements begins with DPSC submission of ocean tonnage forecasts to MSC and MTMC area commands to book the cargo for ocean lift.

Since direct commissary support subsistence shipments are loaded in carrier-owned containers and lifted on commercial vessels, ocean carriers normally arrange for truck delivery of empty containers to DLA shipper sites.

The timely movement of subsistence under the commissary support program demands reliable sealift support. That support was especially evident during the two-month long dock strike in the fall of 1977. Delivery of DLA subsistence to the Atlantic and Caribbean areas continued without serious interruption.

Subsistence also moves over less established shipping lanes to remote areas such as Diego Garcia, Greenland and the Arctic. Shipments to Greenland and the Arctic must be completed during a very short shipping season. Sealift support of troops in such isolated areas augments high-priority airlift to assure the survival of people who live and work at remote sites.

The second major area of sealift support to DLA is the worldwide movement of fuel. In fact, DLA's greatest reliance on sealift is for fuel delivery since airlift cannot handle bulk fuel movements. The Defense



DLA subsistence supplies are moved by modern container vessels.

Fuel Supply Center, a major DLA field activity, oversees the worldwide distribution of bulk petroleum products. It also makes arrangements with MSC for ocean carrier deliveries.

In fiscal 1977, Defense Fuel Supply Center arranged for the movement of approximately 165 million barrels (20.3 million long tons) of fuel, of which 80 million barrels (10.2 million long tons) were moved overseas by tankers. MSC tankers moved approximately 50 per cent of the total defense fuel moved by all modes in fiscal 1977.

Defense Fuel Supply Center fuel regions and the Joint Petroleum Offices overseas determine monthly requirements for movement of fuel by ship. DFSC passes delivery requirements to MSC monthly and coordinates details of vessel loads, ship scheduling and needed diversion of cargo.

The MSC controlled tanker fleet, numbering 26 vessels with a total of 670,000 deadweight tonnage, picks up bulk fuels from seven areas-principally the Gulf Coast, West Coast, Pacific, Caribbean, and Persian Gulf - and delivers to overseas and U.S. coastal fuel terminals supporting the military services.

The sealift of fuels is not only indispensable to DFSC support of its Defense customers, but is also vital to DFSC participation in the Strategic Petroleum Reserve program. This program calls for the acquisition and storage of up to one billion barrels of crude oil by the late 1980s.

Defense Fuel Supply Center, in support of the Department of Energy, procures crude oil from several overseas locations. MSC arranges for its movement by chartering commercial vessels which deliver it to the Gulf Coast where it is being stored in underground salt domes.

The crude oil is moved by very large crude carriers from several origin points overseas to transshipment points in the Antilles and Bahamas where it is picked up by smaller shuttle tankers. Transfer to small vessels is necessary because the ports along the Texas-Louisiana coast cannot accommodate super tankers.

Crude oil is offloaded at the Gulf ports directly into pipelines, or into barges which haul the oil up river to storage sites. To date, about 72 million barrels have been delivered in this manner.

The importance of marine transportation to DLA also is significant from a dollar standpoint. In fiscal 1977, about 60 per cent of each DLA transportation dollar was spent for ocean transport of subsistence and fuels. In that year, about 98 per cent of MSC tanker income and 27 per cent of total MSC income were earned by MSC tankers supporting the DLA mission.

DLA pays MSC for sealift services from its Defense Stock Fund and transportation costs are recovered by DLA from the responsible military services or by the commodity standard prices which are surcharges that vary according the kinds of items.

DLA, a major user of sealift, is active in promoting the growth of Department of Defense sealift capability.

DLA works with MSC and the military services in forums dealing with sealift planning. Through its formal membership on both the joint container steering group and the U.S. Readiness Command joint sealift movements board, DLA also helps formulate doctrine and policy on containerization and reviews and analyzes joint sealift movement procedures and techniques.

In recognition of the importance of sealift to its peacetime and wartime support roles, DLA continually seeks ways to improve sealift since agency officials recognize that it literally is the lifeline between the DLA and its overseas customers. ⚓

Marine Corps Brig. Gen. Lawrence F. Sullivan has been executive director of supply operations for Defense Supply Agency since May 1976.

He entered the Corps in June 1951 as a private and three months later was commissioned a second lieutenant. He took part in combat operations in Korea from 1952 to 1953 as an air controller with the First Marine Aircraft Wing.

After being promoted to captain, he attended supply school at Camp Lejeune in 1955. In November 1956 he reported to Marine Corps headquarters, Washington, D.C. as head of the stock management section.

General Sullivan, 49, was born in Boston. He holds a bachelor's degree in business administration from Boston College and a master's degree in management from the U.S. Naval Postgraduate School, Monterey, Calif.

Maritime Administration Sees Need For Multi-Purpose Ships

The Maritime Administration has developed preliminary designs for a multi-purpose mobilization ship versatile enough for support of both national emergencies and peacetime commercial operations.

Robert Blackwell, assistant secretary of commerce for maritime affairs, said the design illustrates the high state of the art of naval architecture.

The Maritime Administration worked closely with Military Sealift Command in reviewing ideas that led to development of the multi-purpose ship design. Also collaborating on the design were members of the staff of the Chief of Naval Operations, Naval Sea Systems Command and the Army.

A three-volume report that includes plans and specifications for construction of the multi-purpose ships was released at a Maritime Administration conference for government, military and maritime industry officials.

Blackwell said the conference was held to inform interested parties of the versatility, efficiency and commercial potential of the proposed mobilization ship.

Another purpose was to encourage the marine industry to build and operate ships suitable for both commercial use and support of wartime mobilization plans.

The Maritime Administration has the responsibility for promoting the merchant marine which will augment the Navy in any contingency requiring full or partial mobilization. As part of its planning effort, the agency developed designs for flexible ships which buck the current trend toward use of highly specialized ships.

Blackwell said the new ship designs are in line with the Maritime Administration's dual mission policy. "We wanted to design a ship or series of ships that could be commercially successful now, while recognizing at the same time that a commercially viable ship, mass-produced in wartime, would make a substantial contribution to postwar recovery and competitive U.S.-flag operations."

He said the mobilization ship project provides a new dimension to the continued efforts by the Navy and the Maritime Administration to improve sealift readiness.

Blackwell noted that it was difficult to design a ship that is versatile enough to meet national defense requirements in time of war that also can compete effectively in peacetime commercial service.

"This is a tall order particularly when commercial ship operators continue to place primary reliance on the container ship which many of our defense planners rate as the least suitable vessel for military support operations," Blackwell said.

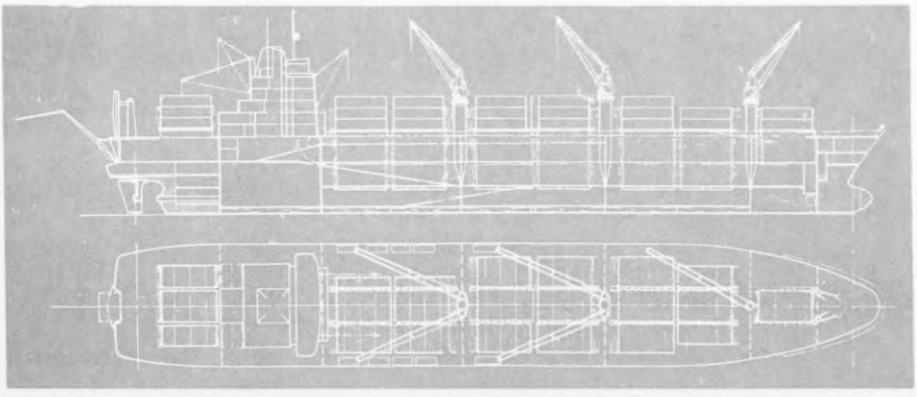
The basic design in the new series is a 16,550 deadweight-ton combination roll-on, roll-off and lift-on, lift-off cargo liner.

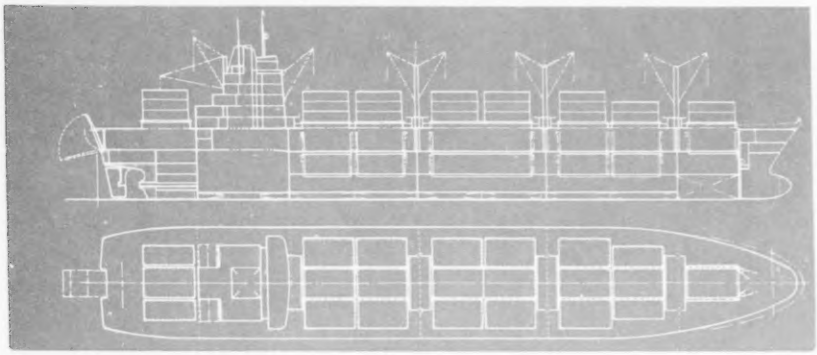
A combination of one single 35-ton and four twin 35-ton revolving cranes and four 30-ton booms provide lift cargo to all areas of the ship. The system can handle everything from small breakbulk loads to 140-ton lifts.

Sideports and a 24-foot wide slewing stern ramp can be used to speed the loading and discharging of military vehicles. Full roll-on, roll-off access is provided below the main deck to all holds except one and two.

The hull and engine room have been designed to use steam turbine, medium speed diesel, slow speed diesel or gas turbine propulsion

Multi-purpose





Austere Option

plants. The trial speed at 80 per cent power for the steam version is 20.7 knots.

Three optional configurations to the basic design include jumbo, austere and container-oriented vessels.

The jumbo option incorporates all the features of the base design with the addition of a 110-foot midbody to increase ship length from 609 to 719 feet. The jumbo also has an additional set of deck cranes.

The jumbo option allows for increased flexibility in ro-ro handling and more cargo and heavy lift capability and the added midbody provides greater space for containers and wheeled vehicles.

The austere option provides a stern ramp for ro-ro vehicles on the second deck level. Vehicles may be loaded as far forward as hold number two. This version is fitted with 30-ton booms and kingposts and two 70-ton heavy lift booms that can be linked to lift 140 tons.

The container-oriented design features gantry cranes on the main deck. As in the austere option, ro-ro cargo is confined to the second deck.

"The three possible designs incorporating various features were developed to show feasibility and flexibility of the design," the report stated. "Many other combinations are possible."

In all design options, a ship can be lengthened and the corresponding additional lifting gear can be installed.

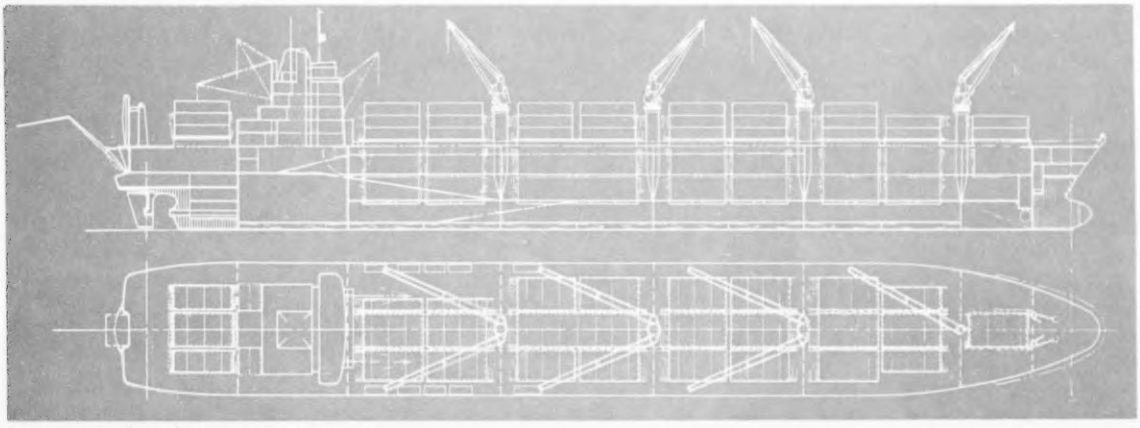
"The multi-purpose design is believed to be the most useful, but the many options offer flexibility at time of construction to meet unknown needs and to minimize serious time delays in production," the report stated.

In a summary, the report noted that the large number of options should overcome any contingency supply problems during mobilization, adding that "It is now necessary to fine tune the design by obtaining the expertise and advice of private operators and shipyards."

With input from the operators, the Maritime Administration expects to determine which defense characteristics might limit competition of the ship in peacetime operations.

Based on these inputs, the administration plans to prepare a contract design, detailed alternate designs and preliminary plans for construction.

"The goal remains to build and operate a prototype ship to assure that a suitable design exists which can be placed into large scale production on short notice," the report concluded. ⚓



Jumbo

Navigating By NAVSTAR

By PHC John Francavillo

In 1976 the giant Liberian tanker Argo Merchant floundered off the Massachusetts coast and spilled five million gallons of fuel oil into the ocean. A civil court of inquiry later revoked the captain's license. The captain, according to the court's findings, was 20 miles off course—and did not know it.

In 1978 a new navigational satellite system called NAVSTAR was launched to aid navigators, those involved in movement of ship, aircraft, or space rockets. It promises to change many concepts on navigation, improve existing systems and enter the United States in a new age of navigational science.

The Department of Defense project will enable land, sea, air and spacecraft navigators to determine their location within 30 feet, velocity within a tenth of a mile, and time within a millionth of a second. This will be done instantly, in any weather, anytime, anywhere.

Other projected uses of NAVSTAR are for aircraft runway approaches, precise weapons delivery, photo-mapping and geodetic survey, range instrumentation and air-sea-land rescue operations.

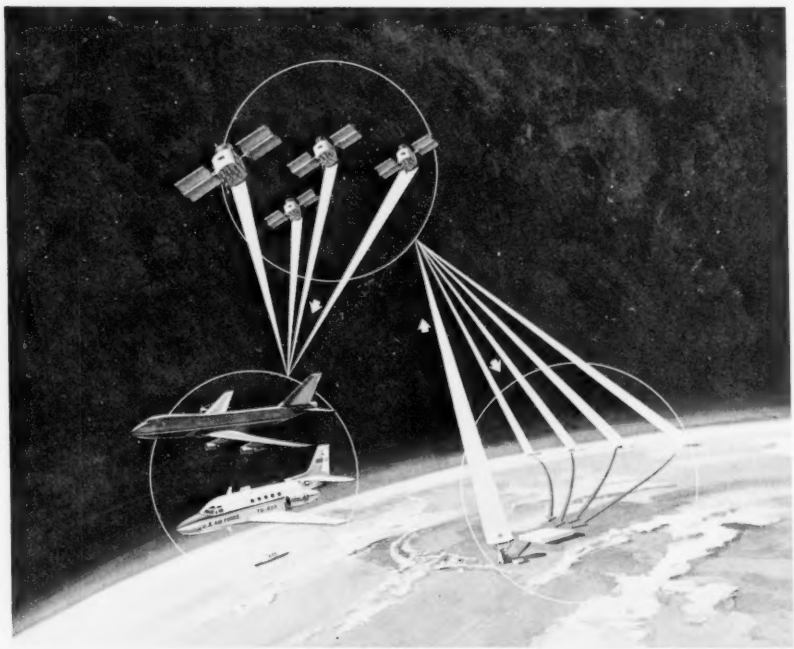
When fully operational in 1985, NAVSTAR will include 24 satellites in three 10,900-mile orbital planes. Initially, NAVSTAR will be reserved for military and government use but the global spanning system already is attracting commercial interest.

The use of electronic navigation began with radar in World War II and was improved on by two separate low frequency radio signal systems called Loran and Omega. Loran claims 50,000 users, according to Sea Technology magazine, and Omega has more than 10,000 worldwide users, including 800 U. S. Navy ships and aircraft.

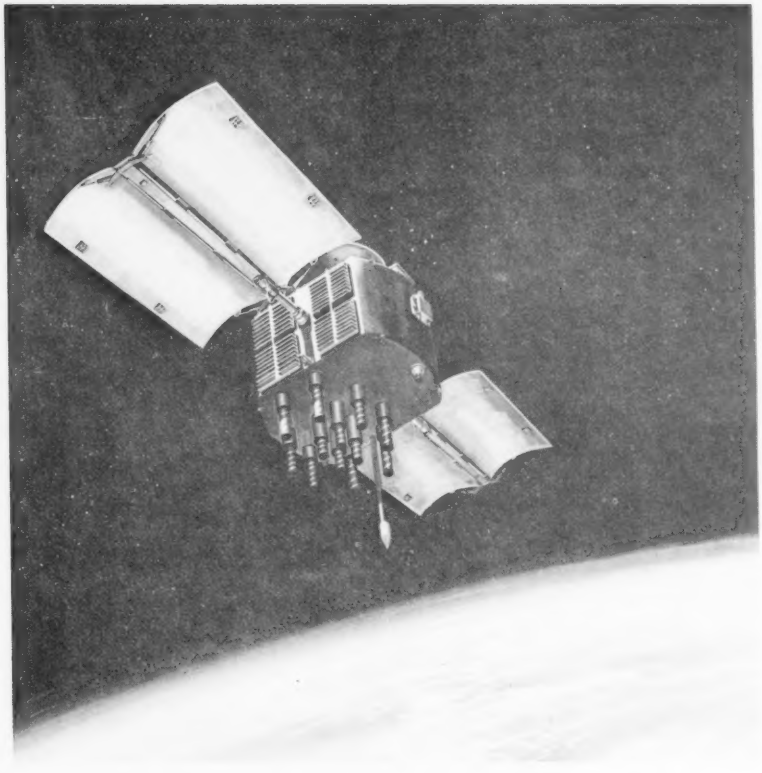
But Loran and Omega have their limitations: Loran-A for example, which has 81 transmitting stations, and Loran-C with 27 operate mainly in the Northern Hemisphere. A change in political climate can eliminate a station or prohibit construction of new ones. Omega, which incorporates only seven stations, has the same limitations.

The accuracy of Loran is three to five miles. Omega's accuracy is within two miles.

Another form of electronic navigation used by the Navy is known as the Ship's Inertial Navigational System (SINS). Used mainly by submarines and aircraft carriers, SINS is a self-contained gyro system and a valuable wartime navigational aid with an



Land, sea, air and space navigators can pinpoint their locations within 30 feet by using Navstar.



Navstar was developed for military use but is attracting commercial interest.

accuracy rate of about one mile per day.

Satellite navigation is a major influence on changes in technology and methodology. The United States developed the Navy Navigational Satellite originally to support its growing Polaris fleet but it soon became an important asset for many surface ships. By 1967, the 135-pound satellites also were offered to commercial users.

The present satellite system requires five groups of equipment: several satellites, tracking stations, a computing station, an injection station, and shipboard navigational equipment.

But the system has limitations. Although the system is useable worldwide, fix information is available only during a satellite pass—between 45 to 150 minutes and more often at higher latitudes than on the Equator.

NAVSTAR development stemmed from earlier types of electronic navigation. Department of Defense Researchers were searching for a satellite system which could accurately and instantly provide data on position, course and speed—anyplace in the world. The idea, according to government study, was to "cut down on the proliferation of other systems." NAVSTAR is the result.

"We are setting out to prove the largest operational satellite program ever undertaken," said Richard Schwartz, vice president of Rockwell's Space Division. "With the launching of Phase I satellites, not only will we be able to determine the operational capabilities of the program but we can also achieve the desired navigational accuracy . . ."

The fully operational program will consist of three segments, each forming a leg of a triangle. They are the space segment, the user segment, and the control segment.

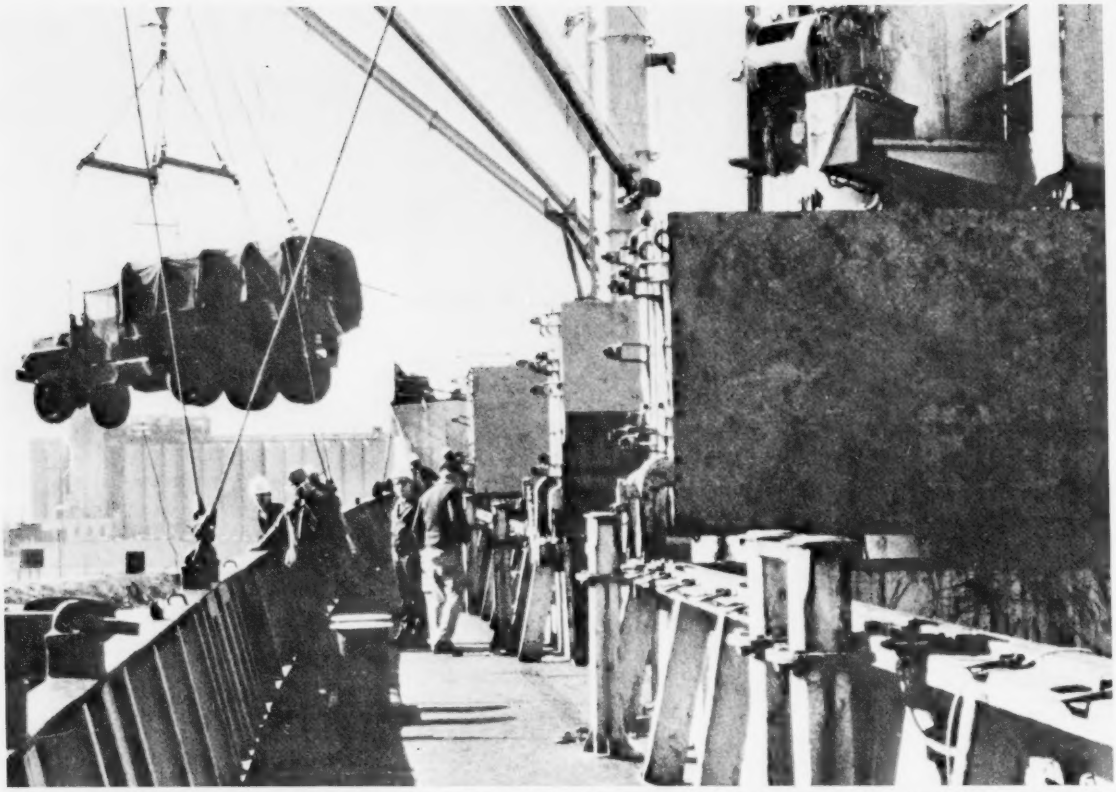
The space segment will be composed of NAVSTAR satellites in orbit around the earth. The first was launched in February 1978 from Vandenberg Air Force Base, Calif. These 1,000-pound satellites, built by Rockwell's Space Division, have an aluminum honeycomb sandwich structure and a 54-square-foot wing-like solar array panel.

With solar arrays extended, the barrel-shaped satellites will be nearly 18 feet in length from tip to tip. They will continuously transmit coordinates to users around the world.

The user set, about the size of a CB radio, will be carried by ships, airplanes, tanks and even individual infantry men. These sets will provide a continuing flow of navigational information.

And finally, the control segment will include four monitoring stations located in Alaska, California, Hawaii and Guam. They will track the satellites in view and develop ranging data from the navigational signals transmitted to a master control station. The data will be processed by computers and fed into the upload station which will transmit to the satellites daily.

Col. Bradford Parkinson, project manager for the Air Force space and missile systems organization, summed up NAVSTAR impact on the future of navigation. "We envision 30,000 daily military users in the system. The applications of 100 are limited only by our imaginations. Who can project the benefits of a system where anyone, at any time, can determine his location simply by pressing a button?" ⚓



Once again MSC has proved its ability to cope with emergencies and shown the flexibility needed to handle the sealift portion of a Reforger exercise. Reforger '79 was the first time the mobility exercise was conducted in winter. The port of Beaumont looked like a wartime port of embarkation as military vehicles were hoisted aboard the American Corsair. The U.S. Lines ship is chartered by MSC.

DEPARTMENT OF THE NAVY
MILITARY SEALIFT COMMAND
WASHINGTON, D. C. 20390

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
DEPARTMENT OF THE NAVY
DOD-316
THIRD CLASS

U.S. MAIL

U.S. GOVERNMENT PRINTING OFFICE 1979-281-482-2